## EARLY BRITISH PERFINNED POSTAL STATIONERY by Mike J. Burrows

Prompted by the reference by Vojtech Maxa to the PAGET/& CO/WIEN Perfinned postal stationery, a check of my files for the earliest known examples from anywhere in the world, revealed that nothing new has been added since 1968.

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In the belief of publish what you know in the hope of learning more, here are the details of the earliest recorded Perfinned envelope and postcard in

my files.

The envelope is a cutout of a QV ld. pink on blue paper (Figure 1), with the die dated ll-1-70, and is cancelled with a clear postmark, London S.E. JA 25 70. The Perfin, which is the full name CORY is, strangely enough, also the earliest example of a full name with a positive date. However, a study of the full names on the issues of Great Britain is at present being conducted so this may well change.

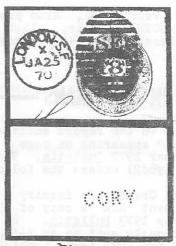
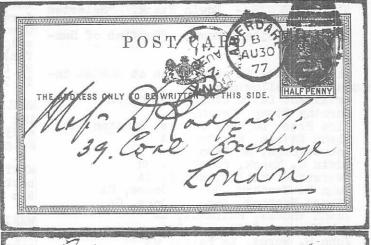


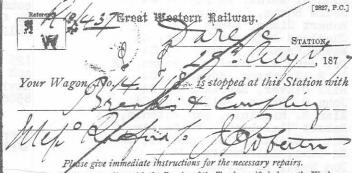
Figure 1

Although postcards were issued in Great Britain on 1st October 1870 (exactly a year after their introduction in Austria, the direct result of a campaign by Dr. Emmanuel Herrman of Vienna), it would appear that the first company to avail themselves of security Perfinned postcards was the well-known and prolific Perfinuser, the Great Western Railway. A card from this company is known used from Ledbury, on April 3rd, 1877. Another, this time from Aberdare, used on April 30th 1877 is illustrated in Figure 2. Both these cards have the Sloper styled CWR Perfin.

Also illustrated, as Figure 3, is another Perfin die. This is known only ona postcard from Plymouthon September 15th 1886, from the Great Western & Cornwall Railways. So far, no notification of this die being seen on postage stamps has been received.

Whilst on the subject of postcards, trials of perforating devices for cancellation, instead of the more usual postmark, took place in late 1870. These devices showing arrows or orbsare attributed to Sloper. This method of cancellation lasted into 1875.





Notice. Before proceeding with the Repairs of the Truck specified above, the Workman must produce this advice to, and put himself in direct communication with the Station Agent or Principal Officer in charge, and satisfy himself that the necessary arrangements have been made for his proceeding with the repairs in safety.

Figure 2



Figure 3